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New Soviet and Czechoslovak automobiles are constantly increasing Bulgaria's motor pool. The maintenance of automobiles has reached a high level with the opening of the two new repair centers: "Vulko Chervenkov" and "Vasil Kolarov," which represent a strong foundation for the further growth of automobile transportation. Between 1949 and 1950, state highways were increased 10,727 kilometers. Today there is not a single region in the country which is not served by regular automobile transportation.

Bulgarian shipping increased 27.1 percent in 1950 as compared with 1949, and in 1951 it increased 49.1 percent as compared with 1950.

The great increase of water transportation was accomplished as a result of more efficient use of seagoing ships and river boats, and the increased efficiency of the ports.

Utilization of carrying capacity of seagoing vessels was raised from 38.4 percent in 1949 to 64.1 percent in 1951. The transport tonnage per ton of displacement increased from 11.3 percent tons in 1949 to 19.3 percent tons in 1951, and the ton-kilometers covered per ton of displacement increased from 9,700 in 1949 to 19,900 in 1951. In 1951, the river boats carried 7.8 percent more tonnage and covered 33 percent more ton-kilometers than in 1949. Also in 1951, one horsepower unit carried 109 percent more tons and covered 160 percent more ton-kilometers than it did in 1949.

In 1950, the industrial enterprises in the field of transportation increased their production 23.8 percent as compared with 1949. In 1951, they increased production 16 percent over 1950.

With the help of the Soviet Union in 1950 and 1951, Bulgarian engineers, technicians, and workers mastered the production of an entire line of machines and spare parts. Steam rollers and steam dredges were built. Railroad switches, buffers, hydraulic jacks, electrodynamic safety installations, and pneumatic drills were also produced. The "Cherveno Zname" Plant undertook the production of new box cars, and the "Vasil Kolarov" Automobile Repair Plant overhauls four types of automobiles.

Due to the production of spare parts by Bulgarian industrial enterprises, imports of such parts were reduced to 700 million leva in 1950 and 520 million leva in 1951.

The workers, technicians, and engineers of transportation have attained unprecedented successes in tunnel construction. In the central galleries of the "Koznitsa" tunnel an average daily advance of 6.86 meters was attained in 1951 as compared with 5.66 meters in 1950 and 3.17 meters in 1949. In less than 2 months, the builders of the "Podbalkanska" Railroad Line laid 62 kilometers of track. The great bridge over the Topolnitsa River was built in an extremely short time.

Tunnels are being built faster since there is only one man per drill instead of three, and two blasts are made per shift.

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